



# **Los Angeles to Anaheim High-Speed Train Project EIR/EIS**

## **Supplemental Alternatives Analysis**

**Presented to California High-Speed Rail Authority Board  
July 8, 2010**





# Alternatives Analysis Process

- 2005 – Statewide Program EIR/EIS selected LOSSAN Corridor as route for LA-A Section
- June 2009 – Draft Alternatives Analysis Report Approved by Authority Board
- July 2010 – Supplemental AA Report, which modifies 2009 Draft AA Report, released





# Supplemental AA Report

- Refinements to Dedicated HST Alternative (previously recommended alternative)
- Introduction of Consolidated Shared-Track Alternative. Objectives:
  - Consolidated/Rationalized Passenger Operations
  - Continued freight access in corridor
  - Reduced Right of Way Impacts
  - Reduced Capital Costs
- Options arose from extensive coordination with project stakeholders





# Stakeholder Outreach

- Since 2007, more than 400 presentations and briefings reaching stakeholders:
  - Elected Officials
  - Chambers of Commerce
  - Neighborhood Councils / Homeowners Associations
  - Community and Business Organizations
  - Trade Organizations
  - Environmental Justice Groups





# Technical Outreach

- Corridor Cities
  - 185 briefings, council workshops and community meetings
- Gateway Cities Technical Working Group - 5
- Gateway Cities Administrative Committee - 2
- Interagency Working Groups - 6
- OC City Managers - 3
- Scoping Meetings 3
- Stakeholder Working Groups - 2



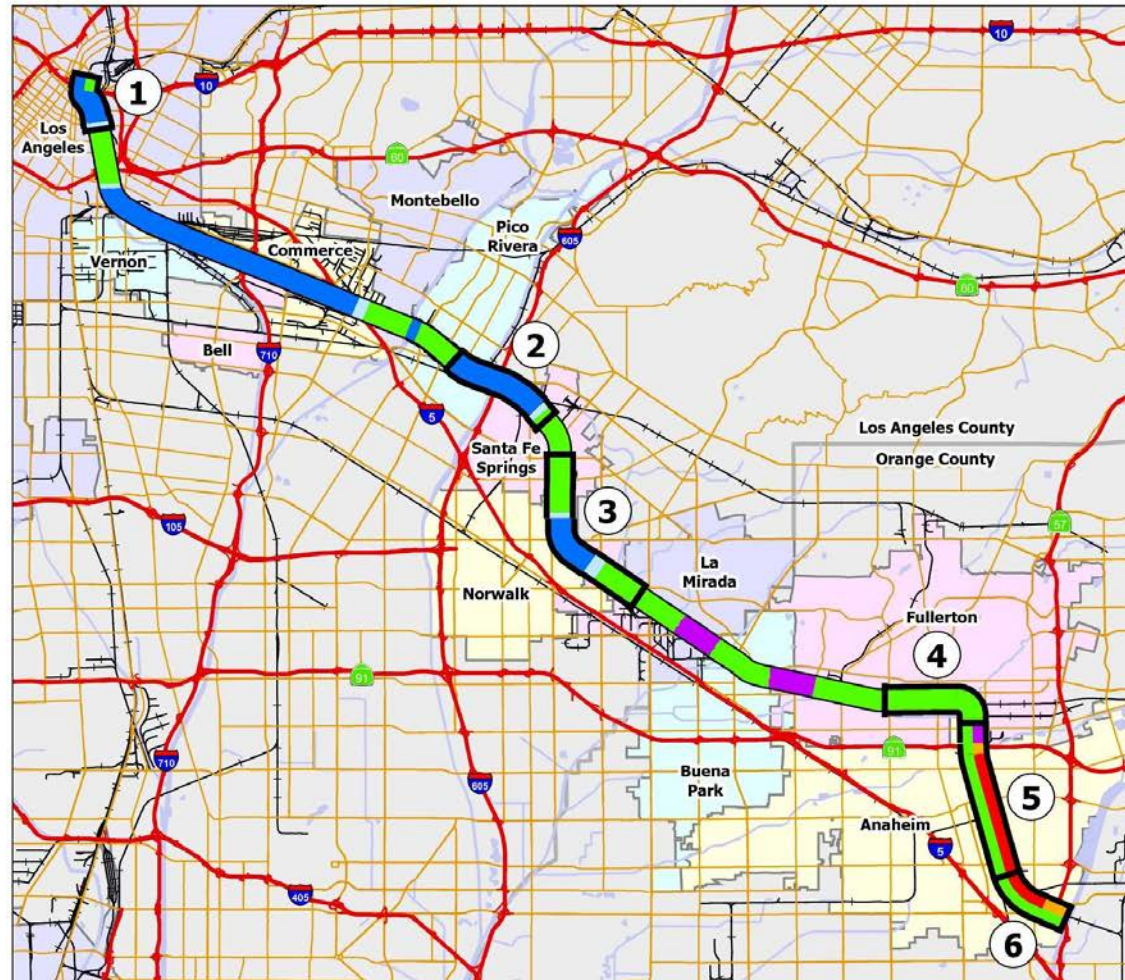


# Dedicated HST Alternative

2 Dedicated  
HST Tracks

4 Other  
Tracks:

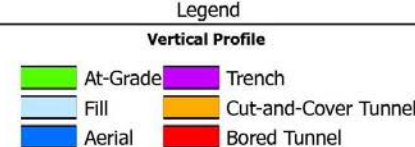
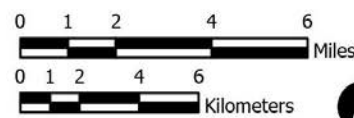
- Amtrak
- Metrolink
- BNSF



Source: STV Incorporated, AE LLC

June 29, 2010

California High-Speed Train Alternatives Analysis Report



## Sub-Sections with Design Options

1. Los Angeles Station / Alignment
  - A. LAUS Aerial HST Option
  - B. LAUS At-Grade HST Option
2. DT Junction Area
  - A. Tall Aerial Option
  - B. South Aerial Option
3. Norwalk / Santa Fe Springs Station
  - A. No HST Station Option
  - B. East HST Station Option
4. Fullerton Station
  - A. No HST Station Option
  - B. At-Grade HST Station Option
5. Anaheim
  - A. At-Grade Option
  - B. Deep Bore Tunnel Option
6. ARTIC
  - A. West At-Grade HST Station Option
  - B. Underground HST Station Option

## Vertical Profile Statistics

At-Grade:	14.4 mi	48%
Fill:	1.0 mi	3%
Aerial:	7.9 mi	26%
Trench:	1.9 mi	6%
Multiple Options:	4.8 mi	16%

## Overall Alignment Statistics

Single Design Option:	16.5 mi	55%
Multiple Design Options:	13.5 mi	45%

**Los Angeles to Anaheim Section -  
Vertical Profile and Design Options  
Dedicated HST Alternative**





# Consolidated Shared-Track Alternative

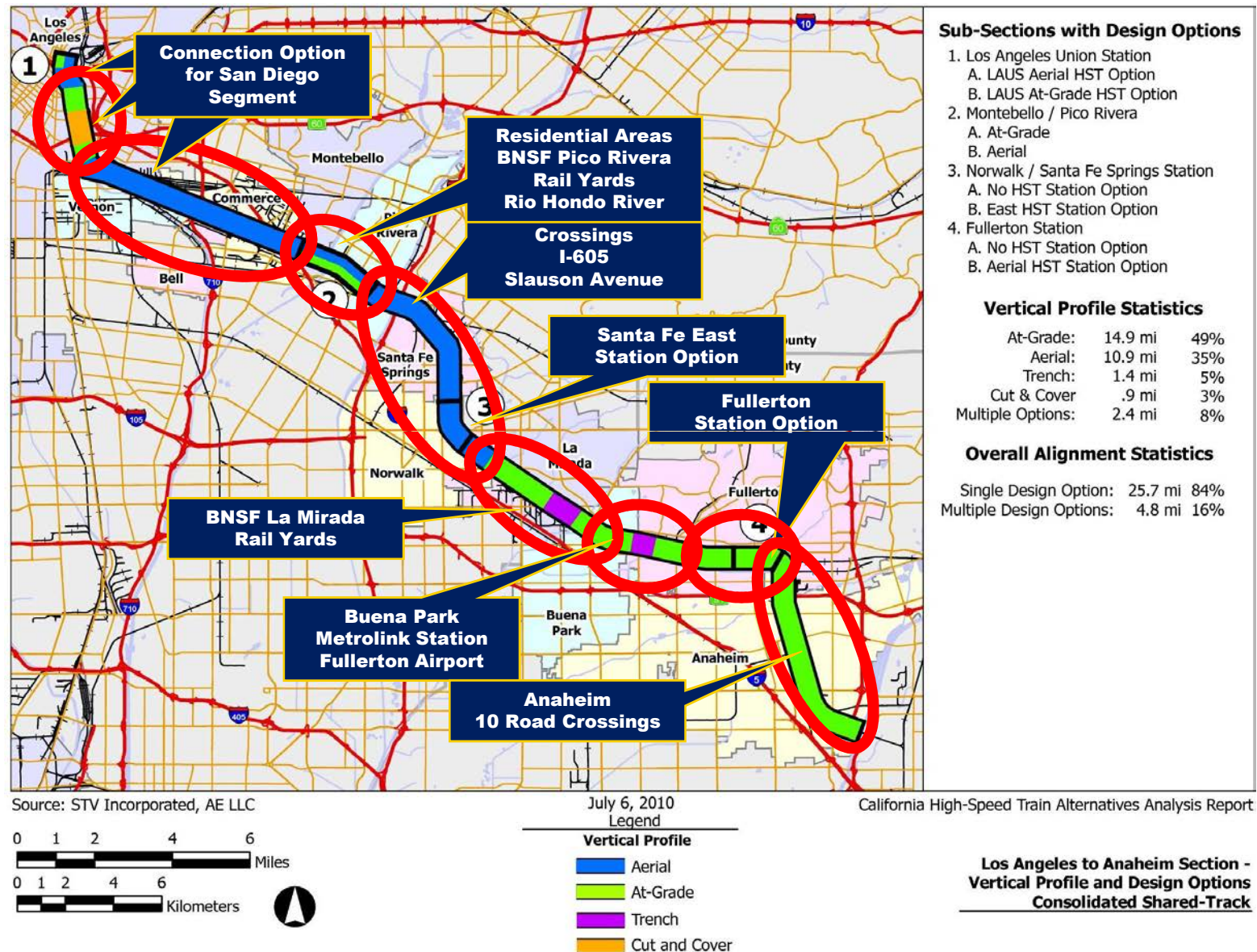
## 2 Passenger-Only Tracks:

- HST
- Amtrak
- Metrolink

## 3 Other Tracks:

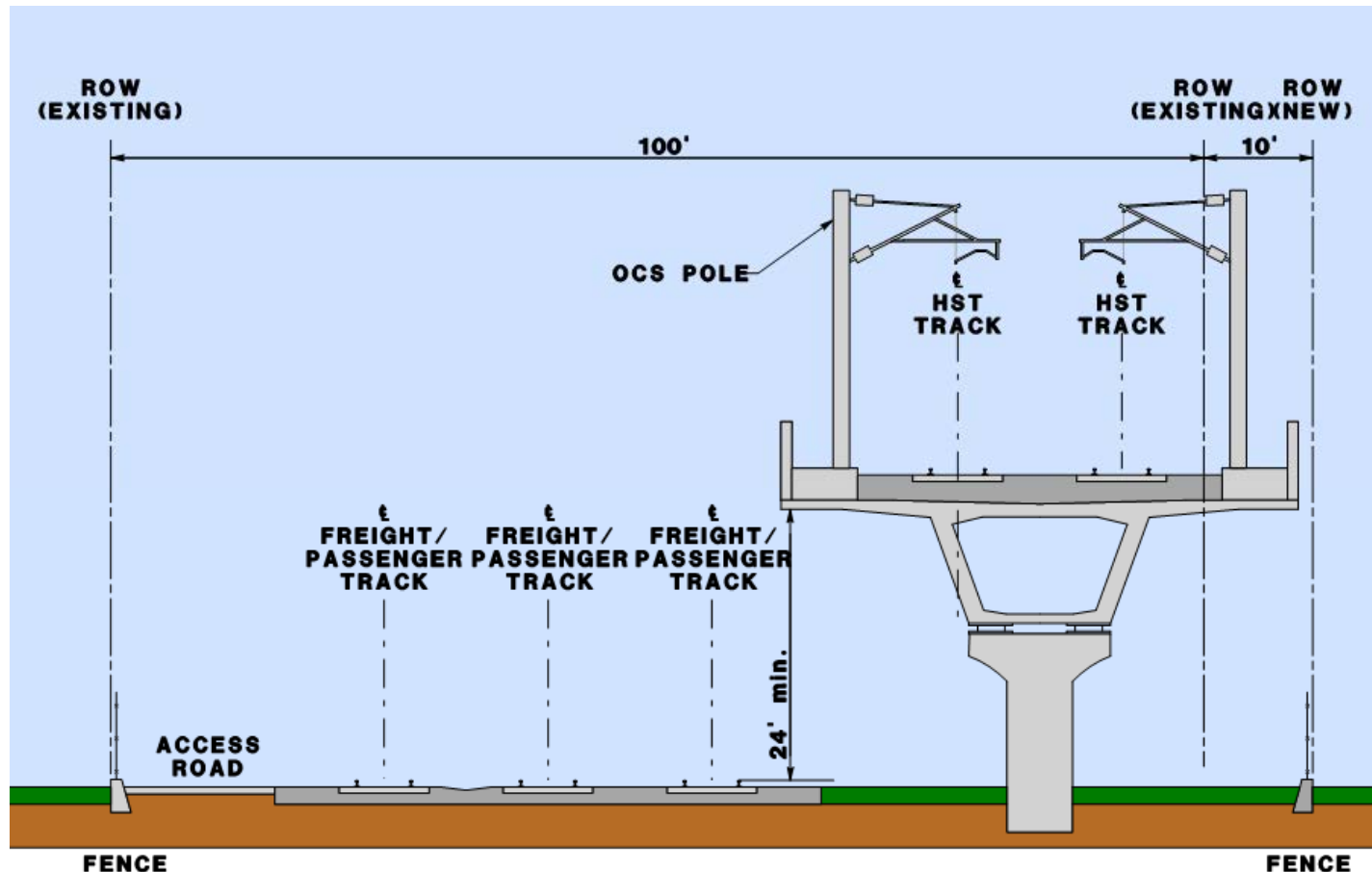
- BNSF
- Amtrak
- Metrolink

Improvements for all corridor operators





# Consolidated Shared-Track Alternative Aerial

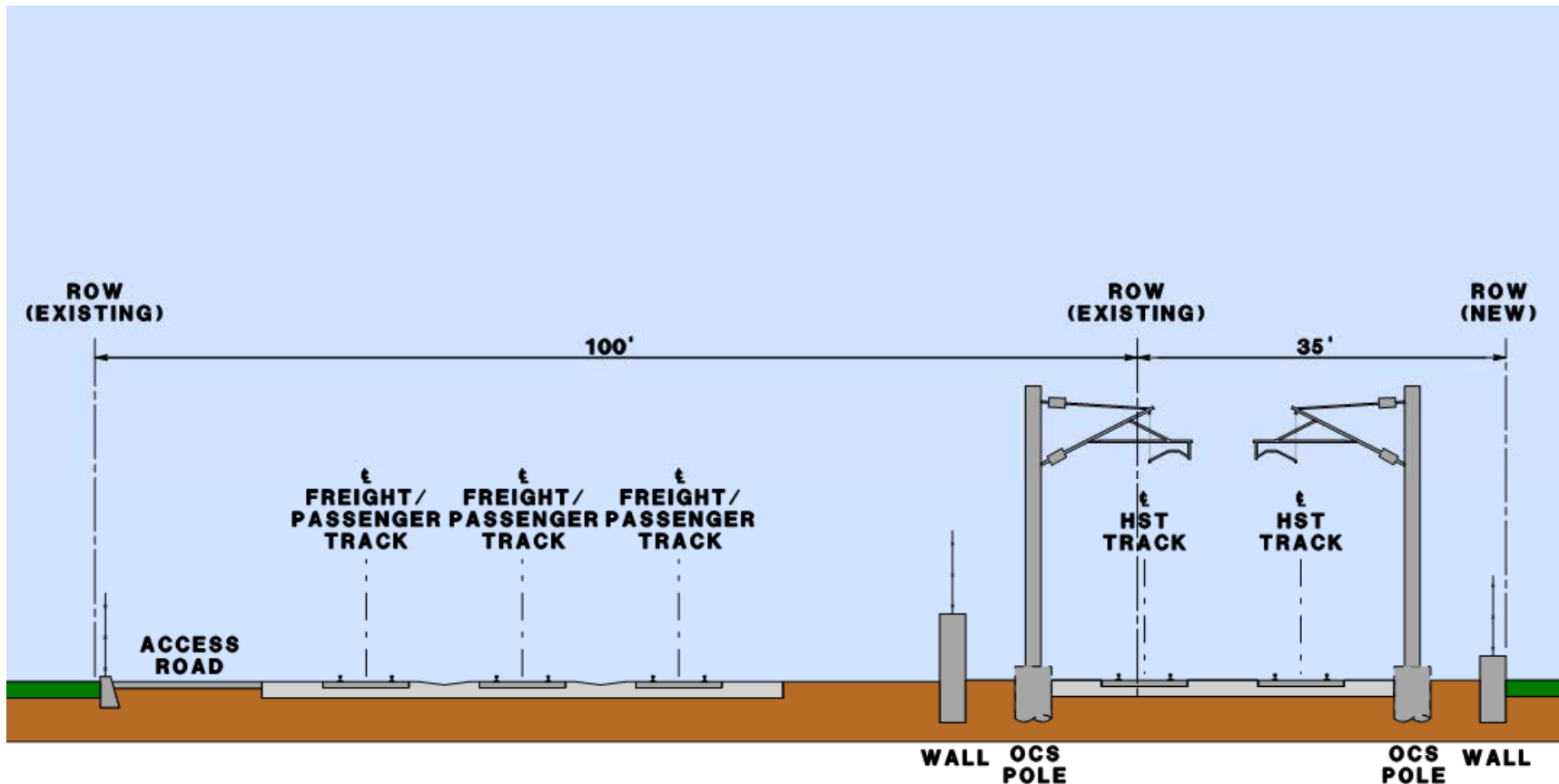


- Minimizes ROW takes by putting HST tracks above existing tracks
- Additional potential impacts from aerial structures





# Consolidated Shared-Track Alternative At-Grade



- At-grade configuration possible in areas with wider ROW
- Narrower width than Dedicated HST Alternative – Five tracks instead of Six

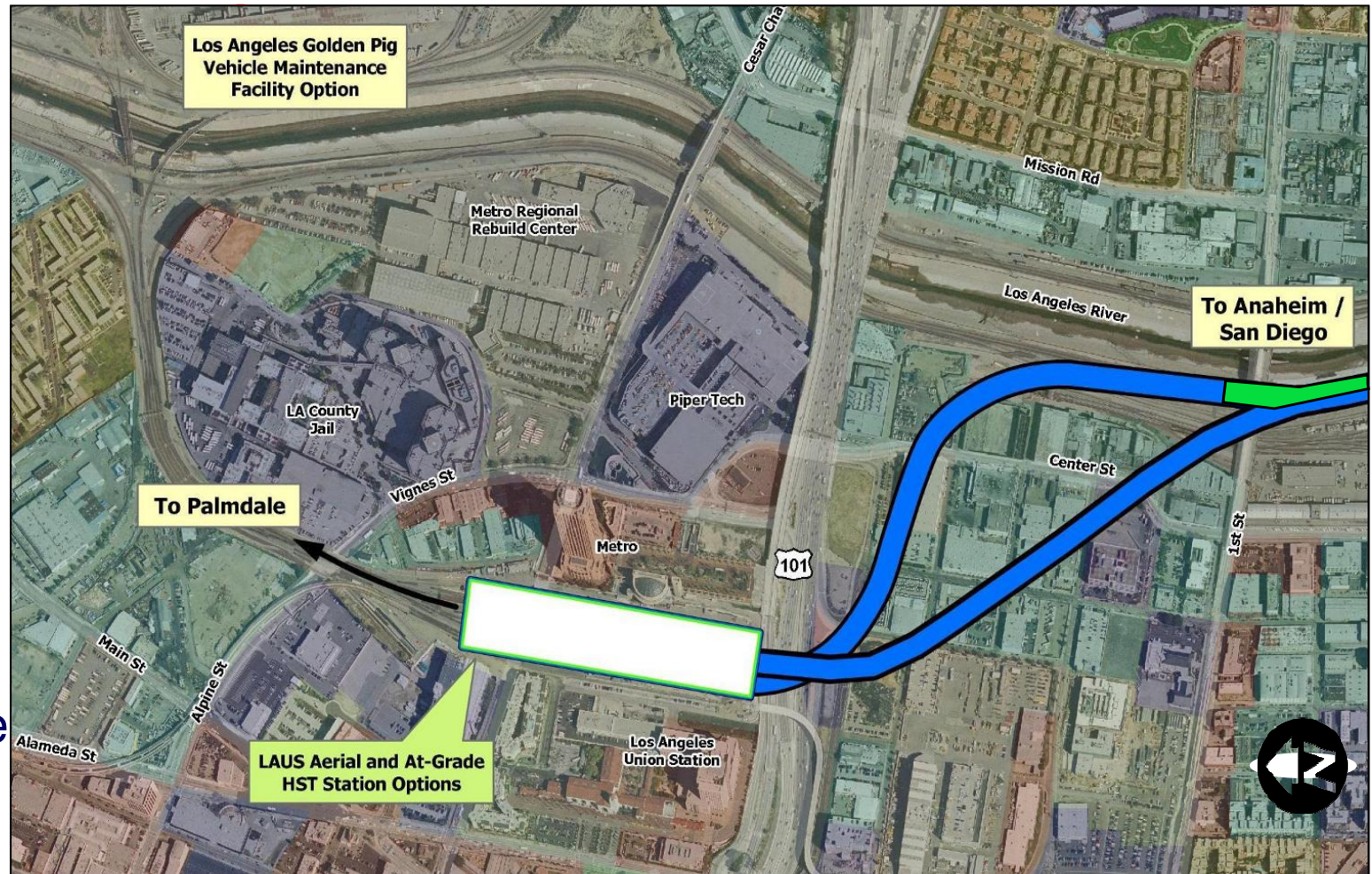




# Los Angeles Station

Five HST  
Station  
options  
examined at  
Los Angeles  
Union  
Station:

LAUS Aerial  
LAUS At-Grade  
LAUS Tunnel  
Vignes Aerial  
West Bank





# ARTIC

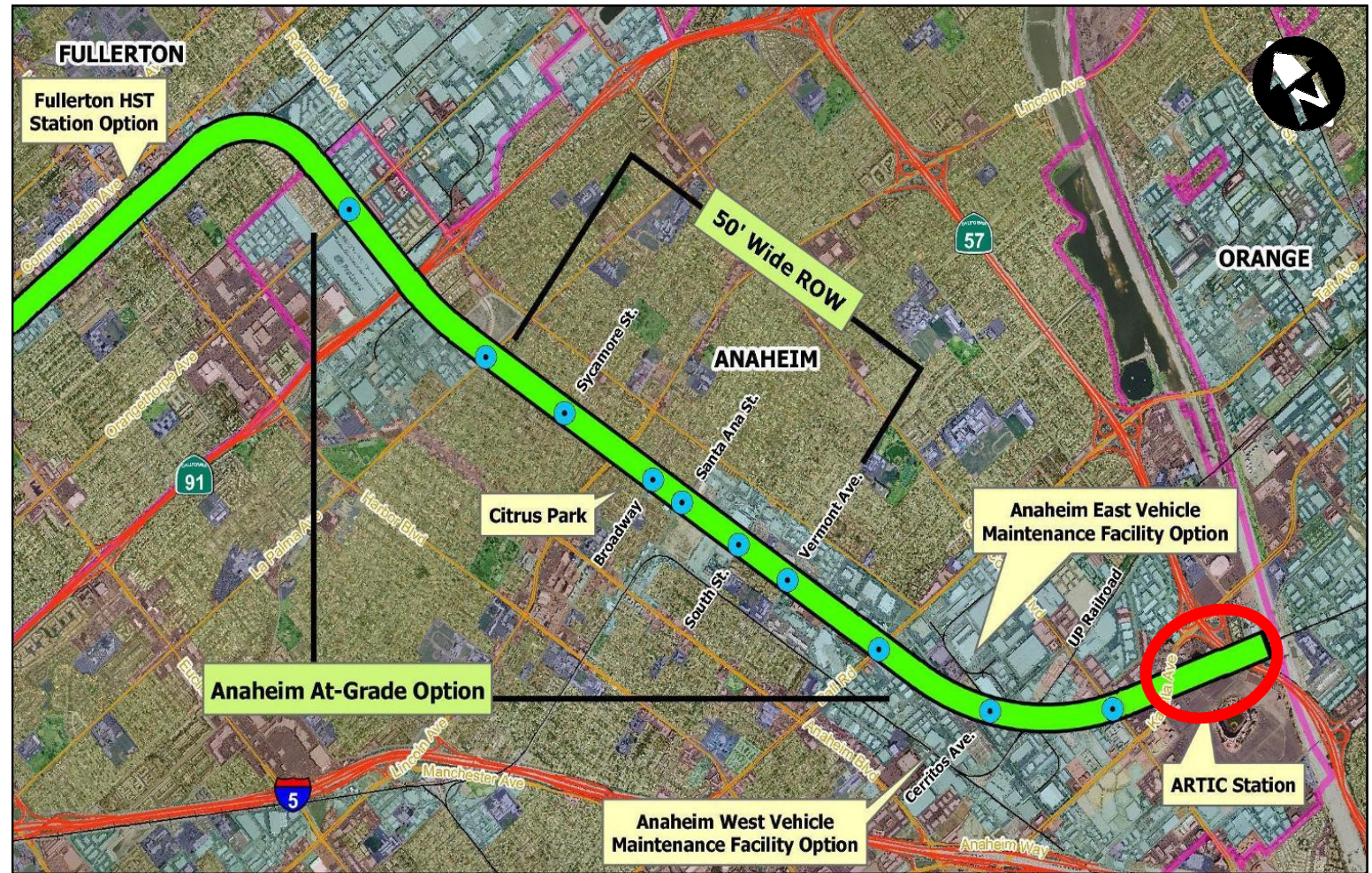
HST Station  
at Anaheim  
Regional  
Transportation  
Intermodal  
Center  
(ARTIC)

Three options  
examined :

At-Grade  
West 4 Track

At-Grade  
Under 57 2  
Tracks

Underground  
4 Track

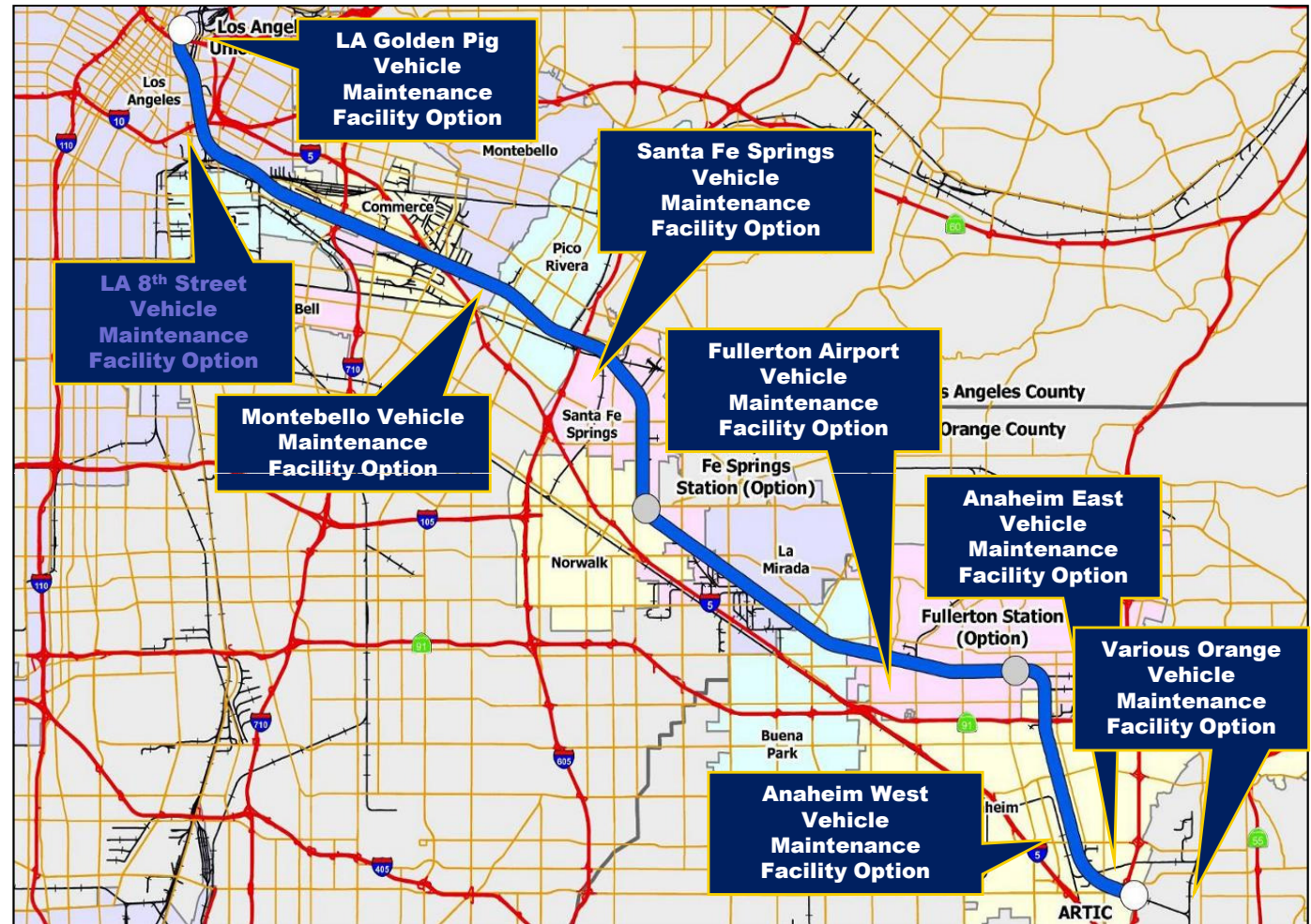




# Vehicle Maintenance Facility Options

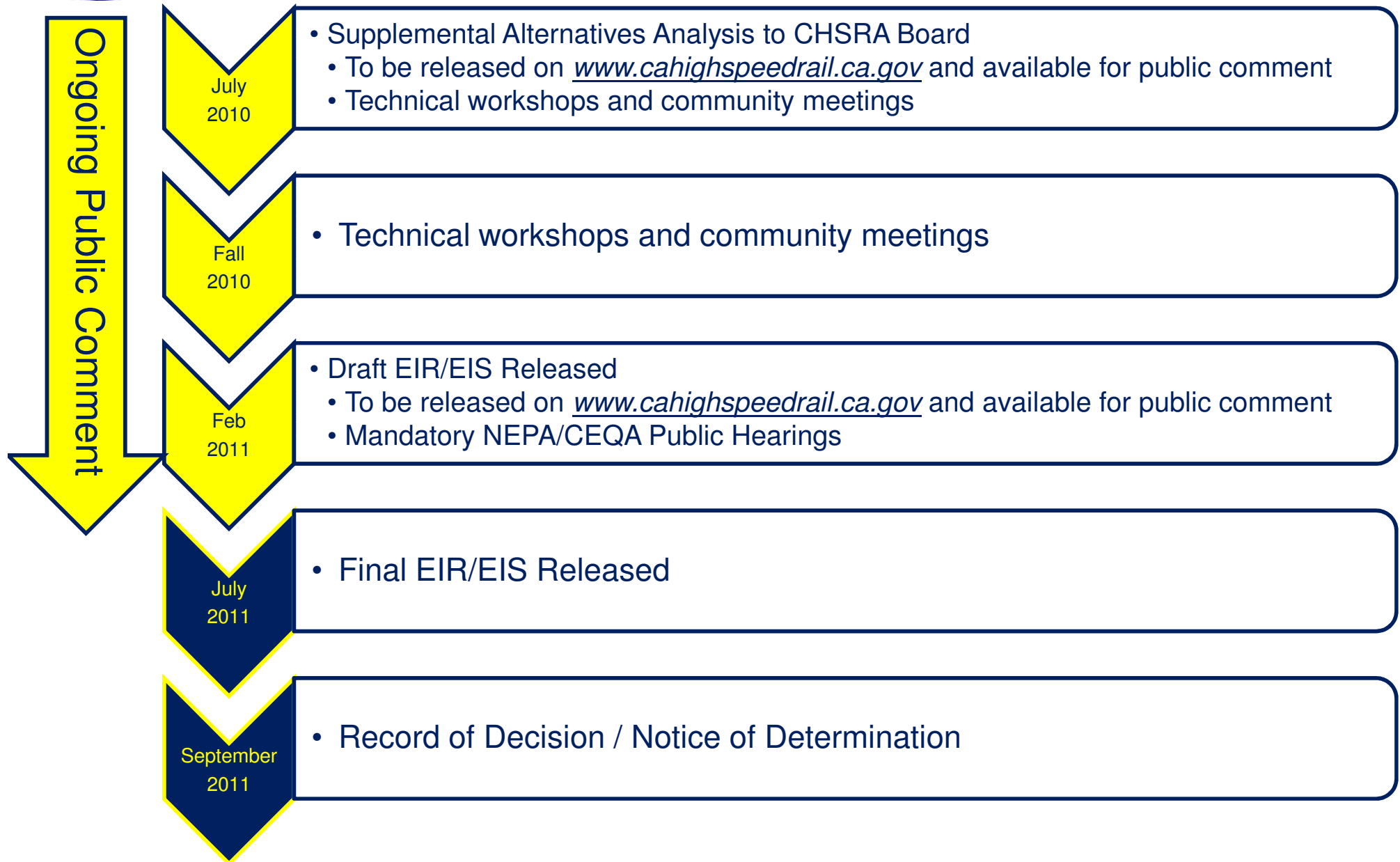
## VMF Sites Investigated

Orange (2)  
Anaheim East  
Anaheim West  
Fullerton Airport  
Santa Fe Springs  
Montebello  
LA Golden Pig  
Amtrak 8<sup>th</sup> Street





# Timeline and Public Comment Opportunities





# Timeline and Public Comment Opportunities

- Staff recommends
  - Adding the Shared-Track Alternative to LA-Anaheim Draft EIR/EIS
  - Continued work with Cities to reduce impacts and improve design options
  - Continued investigation of Maintenance Facility sites



